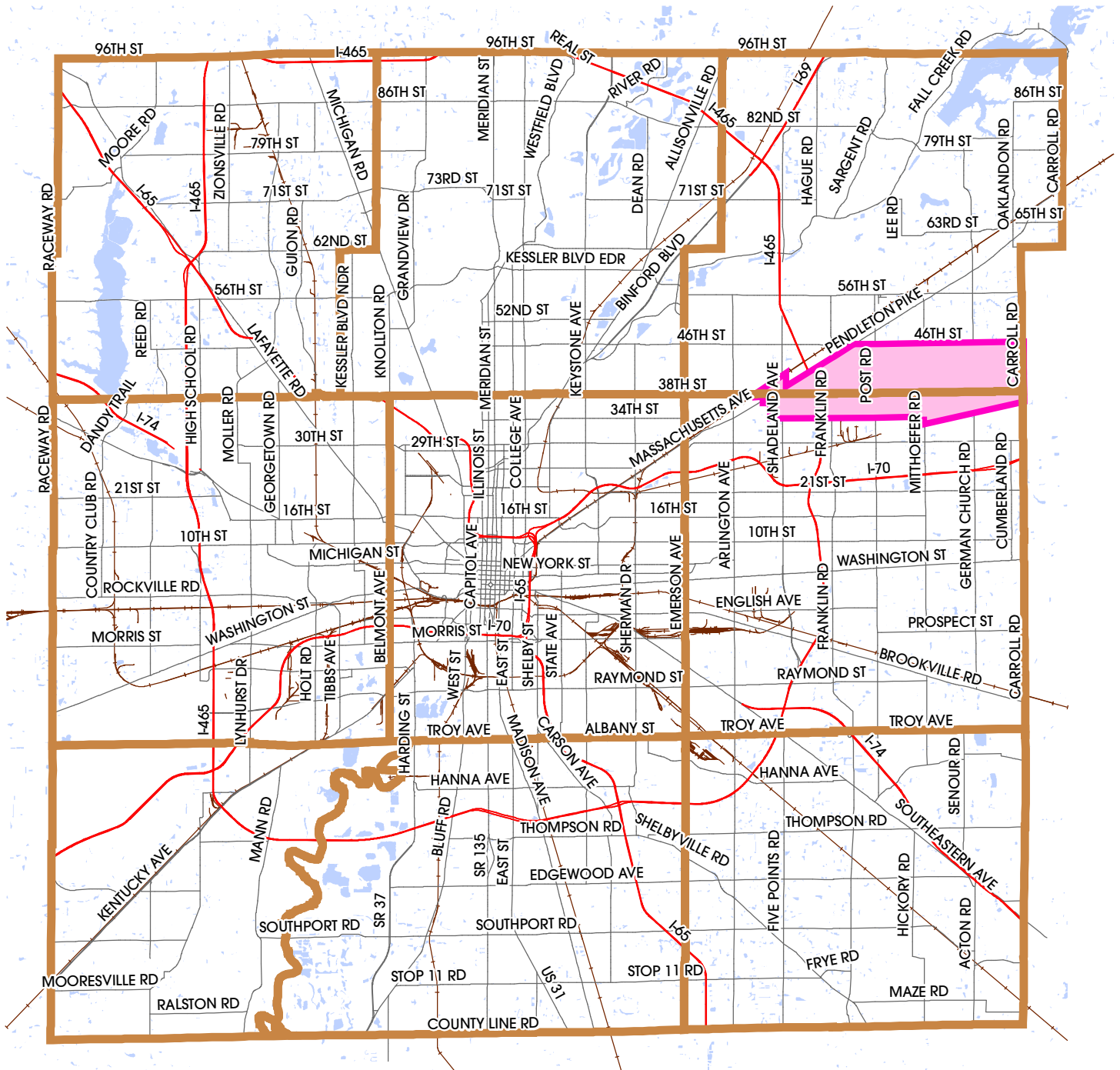


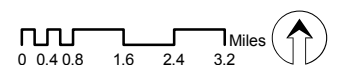
(Draft page numbers. Pages will be renumbered with final plan.)

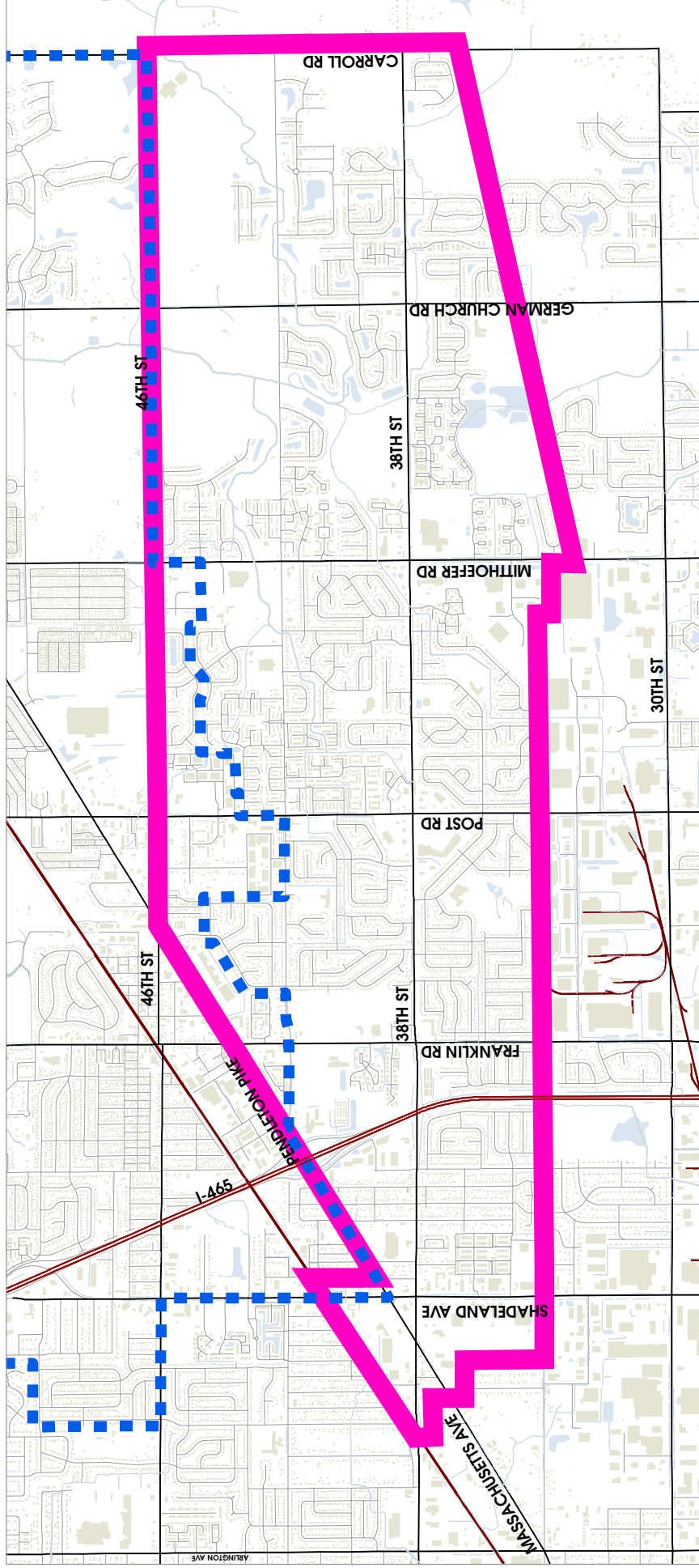
- 5. Introduction
- 10. Planning Process
- 12. History
 - 12. Development History
 - 25. Transportation History
- 31. Adopted Plans and Studies
- 41. Far Eastside Quality of Life Plan
- 45. Connectivity and Infrastructure
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 - 51. Walking and Bicycling to School
 - 53. Mass Transit Services
 - 55. Sidewalk Priorities
 - 60. Related Pedestrian Issues
- 62. Land Use and Revitalization
 - Land Use Plan
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- 74. Image and Appearance
- 81. Parks, Open Space and Environment
 - Parks and Recreation
 - Natural Areas and Watersheds
- Goals and Recommendations
- Implementation - table
- Appendix



East 38th Street Corridor Plan

Location Map

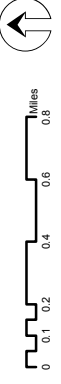




East 38th Street Corridor Plan

Project Area Boundary

- Legend**
- East 38th Street Boundary
 - City of Lawrence Boundary
 - Interstate
 - Major Streets
 - Parcels
 - Railroad
 - Buildings
 - Streams
 - Lakes



Introduction

Corridor Plan Area

The focus of this plan is on a portion of southern Lawrence Township and northern Warren Township that relates closely to the people, homes, businesses, institutions and neighborhoods of East 38th Street. Portions of Shadeland Avenue, Pendleton Pike, Franklin Road, Mitthoefer Road, German Church Road and Carroll Road are also included in the study area as indicated on Map #1.

The study area is located on the far eastside area of Indianapolis and includes the southern border of the City of Lawrence as indicated on Map #2. An important and developing border of Marion County and Hancock County lies on the east edge of the corridor. The study area includes small sections that had been settled by the mid-nineteenth century while the largest portion of the study was developed between the 1960s and 1990s. The eastern part of the study area contains some land that remains in active agricultural use.

The Role of Corridor Plans

Corridors serve to move people and goods. They provide ways to reach destinations. Corridors also define the community's identity and help to shape the overall quality of life. Land use policies, transportation needs and market forces must work harmoniously together to ensure that land use and infrastructure meet the long-term needs of the community.

Corridor plans do not focus strictly on engineering plans for the purpose of added roadway capacity. This corridor plan attempts to provide a more comprehensive view of the principal roads and their context. While automobile travel dominated past plans, all travel modes must now be considered. It is essential to integrate transit, bicycle and pedestrian modes while maintaining automobile traffic capacity. The public investment in the road infrastructure and related utility infrastructure must be protected as a fully balanced multimodal approach becomes the standard. All these aspects of corridor planning were applied in the preparation of the East 38th Street Corridor Plan.

West to East in 38th Street corridor study area



East 38th Street at Shadeland Avenue



38th Street at Richardt Avenue



I-465 and 38th Street



Franklin Road and 38th Street



Post Road and 38th Street



Libra Lane and 38th Street



Rinehall Drive and 38th Street



42nd Street near Carroll Road

Planning Process

Planning Process and Public Participation

The Department of Metropolitan Development (DMD) determined that a corridor plan was warranted in order to help future growth and enhancement of the plan area. Public participation was carried out to include as many contributors as possible. All public meetings were held within the planning study area. A list of meeting dates and locations is found in the Appendix. Planning staff concurrently assisted with the preparation of the Far Eastside Quality of Life Plan, which was facilitated by the Community Alliance for the Far Eastside (CAFÉ). In addition to input gathered in public meetings, staff conducted interview surveys with residents, businesses and property owners. The 38th and Shadeland Community Improvement Association provided input to the plan for the Pendleton Pike and Shadeland Avenue sections of the study area.

Communication Program

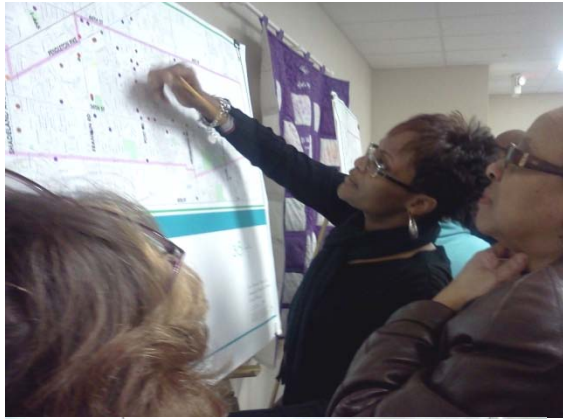
DMD's Planning Division staff maintained a large mailing list and an email list to invite residents and other stakeholders to public meetings. Media notices were sent before all public meetings. A website was maintained throughout the project which contained meeting notices, meeting summaries, copies of presentations, maps, and links to partnering organizations and related resources. Additional public outreach included planning staff's attendance at two Mayor's Night Out events, IPS School 103 Parent Open House, two CAFÉ Community Day events as well as meetings of apartment managers and business owners.

Data Collection and Analysis

Planning staff conducted multiple site visits to document and to understand the corridor's land uses, physical condition and infrastructure. Staff researched land use changes and development activity, code enforcement and trends in the corridor. Staff met with Mayor's Neighborhood Liaisons, current and long range planning staff and planning staff from the Department of Public Works, Department of Parks and Recreation, IndyGo, Lawrence Transit System, City of Lawrence and the Indianapolis Metropolitan Planning Organization. Input was gathered from the Hancock County Area Plan Commission in order to coordinate a mutually beneficial plan along the county boundary.

Through the use of geographic information systems, base maps were prepared for public meetings. Other adopted public planning documents were reviewed for their relevance to the plan area. These documents included plans for land use, parks, transportation, transit, and infrastructure and watershed management.

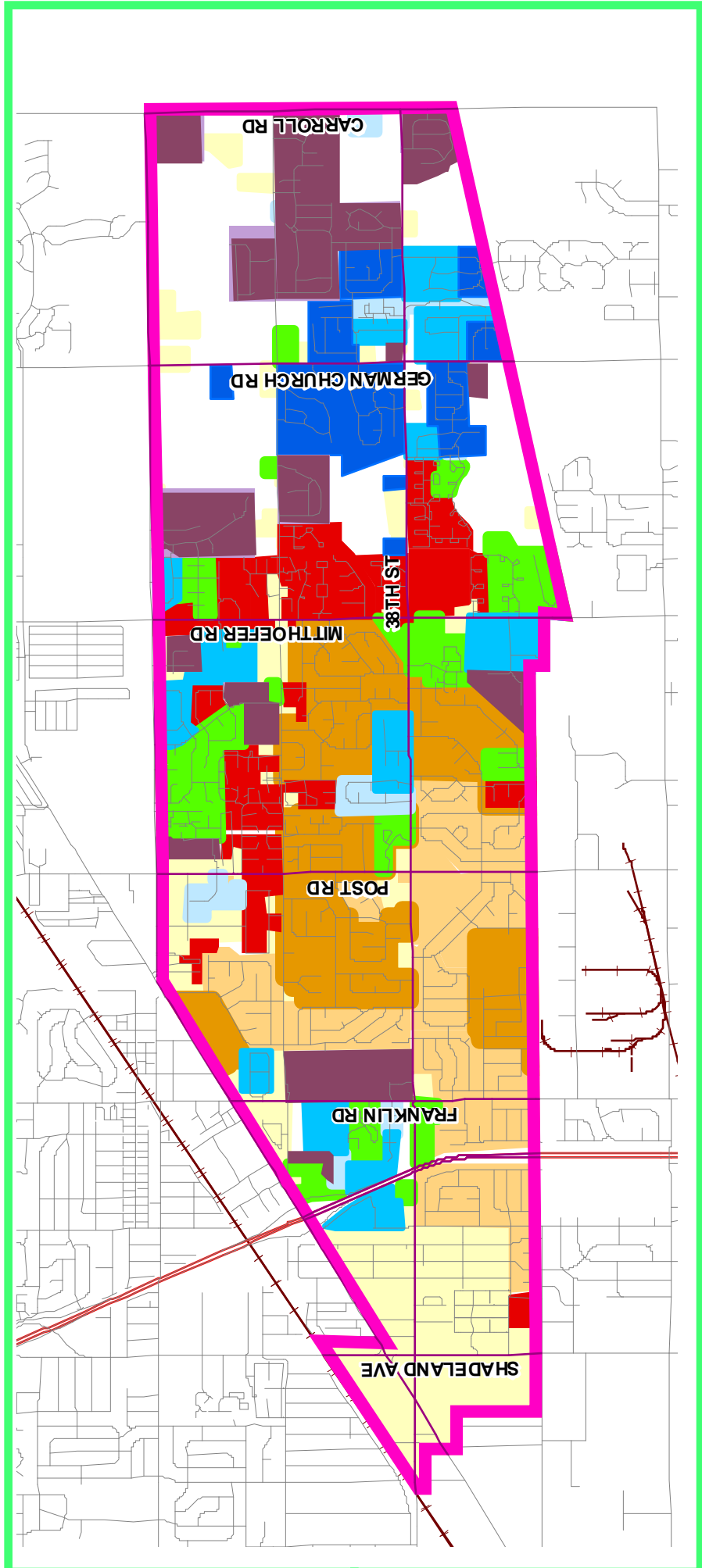
INSERT PHOTOS FROM PUBLIC MEETINGS HERE, LEFT SIDE



History

Development History

While much of the area surrounding the intersections of 38th Street, Pendleton Pike and Shadeland Avenue was developed in the 1920s to 1930s as residential uses, the remainder of East 38th Street was still largely agricultural with only a scattering of houses and farm buildings. A large part of the East 38th Street corridor was sparsely settled well into the mid-1950s. The corridor retained a very rural character and lacked even small clusters of homes and businesses at the intersections of county roads. A few highway-related businesses were found along Pendleton Pike. Map 3 indicates the Stages of Development for the corridor study area, which proceeded generally from west to east over a sixty year period.



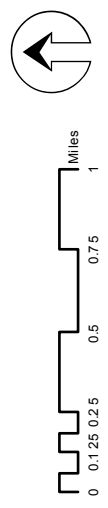
East 38th Street Corridor Plan

Stages of Development

Development Visible in Aerial Photography

- East 38th Street Boundary
- Major Streets
- Interstates
- Subdivision
- Railroad
- Development by 1956
- Development by 1962
- Development by 1966
- Development by 1972
- Development by 1978
- Development by 1986
- Development by 1995
- Development by 2002
- Development by 2008
- Development by 2012
- Undeveloped Land

* Colors do not represent land use colors.



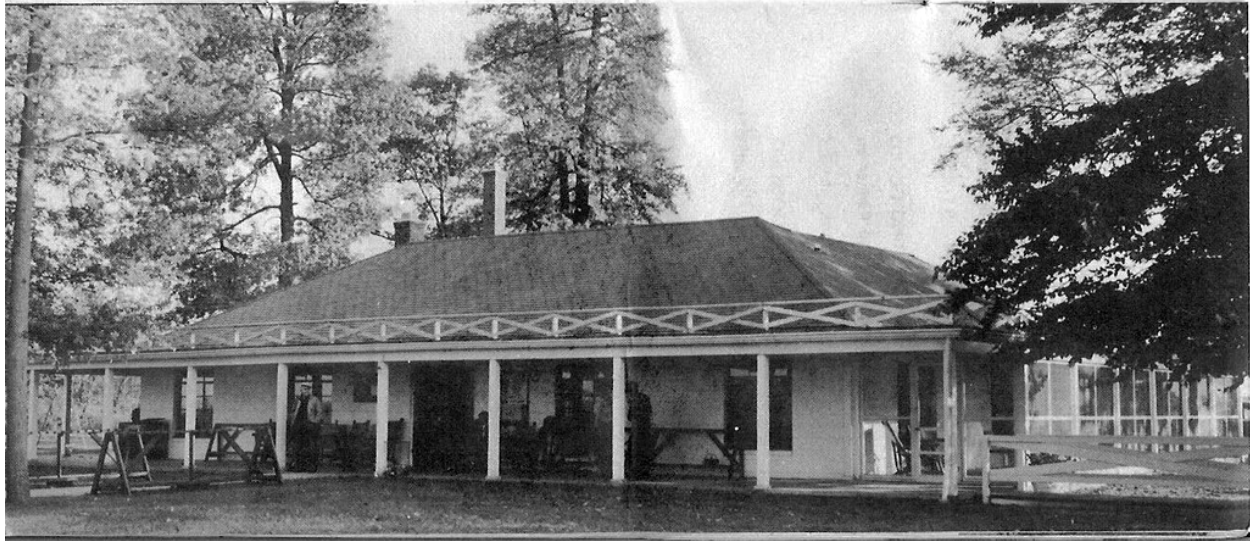
Dramatic changes came to the intersection of 38th Street and Post Road between the years 1956 and 1972, as evident in the two following aerial photographs. The north east corner contained the Indiana Gun Club, a skeet and trap shooting facility. Through most of the 1950s, the club was well situated in an area that was almost entirely farmland. By 1972 the abundant farm was converted into residential subdivisions, apartment complexes and shopping centers.



38th Street and Post Road - 1956



38th Street and Post Road - 1972



Indiana Gun Club - July 1955 (Photograph courtesy of Mark Burgess)

Residential Development

The availability of industrial jobs along Shadeland Avenue and military jobs at Fort Benjamin Harrison drew many new residents to Indianapolis's Far Eastside in the decades following World War Two. An ample supply of newly built houses greeted newcomers to the area in subdivisions known as Franklin Heights, Glick's East 38th, Grassy Creek Village, Homewood Park, North Eastwood and Vinton Woods. New apartments in a variety of styles and sizes dominated the changing land uses around Post Road and 42nd Street. Land east of Mitthoefer Road remained largely in agricultural usage until the 1990s. Several multi-family projects preceded the development of single family subdivisions. A large apartment complex now known as Spanish Oaks Apartments was constructed in the early 1970s under the name Governor's Square. Cedar Ridge Apartments and Willowood East Apartments were built east of German Church Road in the 1980s, well before single family projects appeared in the easternmost section of the 38th Street corridor.



Orchard Valley Farms
German Church Road and Crabtree Court



The Parks of Winding Ridge
East 42nd Street and Benicia Lane

Residential development in the east section of the corridor continued in the 1990s with the construction of Briarbrook Farms, Briarbrook Village, Hunters Crossing, Longwood Glen, Orchard Valley Farms, Pinecrest and Warren Woods. Another wave of residential subdivision development came in the 2000s with the construction of Carroll Farms, Deer Run, Lawrence Lakes and The Parks of Winding Ridge. The Farrell-Bell Senior Apartments and Heritage Place at Parkview apartments opened in 2010 and 2011 respectively. Both apartment projects serve older adults. The national economic downturn which began in 2008 impacted the market for existing houses, new residential lots and the building of new houses. The eastern section of the study area contained subdivisions with vacant lots and unfinished final sections. Tracts that had been rezoned in anticipation of residential development were again planted in crops.

The evolving character of residential development can be seen in the corridor. The subdivisions of the 1950s and 1960s typically contained houses that had a single story design with a single bay carport or garage. These subdivisions had little common area. Lots were platted to the centerlines of the existing streams and ditches. Development regulations allowed houses to be built in the flood plain. Newer houses that contain two story plans and two car garages became more common in the 1990s. Newer subdivisions were required to keep houses out of the floodplain. The result in many cases was the setting aside of flood plain areas as common areas. These common areas often included playgrounds and walking paths that were planned for the use of subdivision residents and were to be maintained by the homeowners associations.



Farrell-Bell Senior Apartments - 3935 N. Franklin Road – Opened in 2010

Commercial and Industrial Development

Pendleton Pike and Shadeland Avenue were important highway corridors well before the advent of the national interstate highway system. During the 1950s and 1960s restaurants and lodging geared to the travelling public became more evident along these roads. Retail outlets that served area residents soon followed the construction of new homes and apartments.

Pendleton Pike became the area's leading retail business corridor even before the road was connected to the I-465 beltway. Shopping centers were established along Pendleton Pike, Franklin Road and at 38th Street and Post Road. Retail chains such as Ayr-Way, Kmart and Zayre built new stores in the highly traveled corridors. Smaller retail clusters emerged at 38th Street and Mitthoefer Road, 38th Street and Franklin Road, 42nd Street and Post Road and 42nd Street and Mitthoefer Road.

Interstate highway interchanges at I-70 and I-465 gave the area added accessibility to jobs and job seekers in the entire metropolitan area. Beginning in the 1960s, a large industrial complex was built along 30th Street from Franklin Road to Mitthoefer Road.



Ayr-Way Department Store - 6800 Pendleton Pike (circa 1966)

Changes in Employment and Industry

Regional and global competition and industry-specific changes significantly impacted the Shadeland Avenue commercial and industrial corridor in the 1980s and 1990s. Mainstay industrial employers including Chrysler Corporation, RCA, Jenn-Air and Western Electric closed their facilities in the Shadeland Avenue corridor. Although new tenants occupied much of the vacated space, the wages paid to employees and the overall economic benefits to the

community were reduced following the departure of the original industrial businesses. 600 jobs were lost with the 1996 closing of the Jenn-Air Plant at 3035 Shadeland Avenue. Maytag Corporation was then the owner. The 600,000 square foot plant and the company's sales, research and marketing offices as well as manufacturing space went empty. The building has since been filled by multiple tenants.



Shadeland Avenue north of 34th Street



Jenn Air factory and offices - 3035 N. Shadeland Ave. (1995)